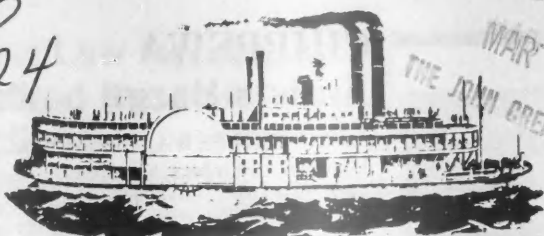


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## RIVER CURRENTS

SECOND COAST GUARD DISTRICT — FEBRUARY 1979

### Cutters Caught by Ice



Two crewmembers fish for buoys from the deck of the OBION.

Photo by: MKC R. E. Hartzel



Commercial tugs break cutters OBION and SUMAC out of an ice gorge.

Photo by MKC R.E. Hartzel

CGC OBION and CGC SUMAC were caught in an ice gorge near Mile 94, on the Mississippi during the first week of January. Commercial vessels

ROBERTA TABOR, CLAIRE SMITH, MR. LAWRENCE and INEZ ANDREWS broke the cutters off the ice.

"I've never seen anything like it," commented BMCM R.A. Smith, C.O. of the OBION. "Near mile 94 ice was gorging to almost six feet. If it hadn't been for those commercial tugs we'd still be there."

Even SUMAC's 2200 horse power engines were no match for the ice. SUMAC met OBION at mile 79.7 near Grand Tower, Ill. and assisted her as far as mile 94 where both cutters were halted by the ice. "We tried to put a towline from SUMAC to OBION, and break through the gorge using the power of both ships' engines. Our towline snapped, and both cutters' engines stalled," explained BMCM Smith.

OBION was patrolling the river for buoys loosened from their moorings by the ice. The cutter removed 49 stray buoys from the river before returning to her homeport.

Editor's Note: Ice conditions became so bad that District Commander RADM Wayne Caldwell strongly recommended that vessels not attempt to navigate the Upper Mississippi between mile 0 and 126. The recommendation was given in a special Mississippi River report issued January 8. At the time of the report, four commercial vessels were stuck in the ice near Cape Girardeau, Mo.

### Wanted: Mutual

Request mutual with any YN3 in the Oklahoma City, Tulsa, Oklahoma area. Request mutual about June or July of 1979. Presently stationed at the 2nd District Office. Contact YN3 Frederick F. Batiste (314) 425-5008/9 or FTS 279-5008/9

YN3 R.A. Jones stationed at 2nd District(m) desires a mutual to the 7th or 8th District, or any 2nd District MIO, MSO, or MSD. YN3 Jones can be reached at FTS 279-4655 or (314) 425-4655.

## CGC KICKAPOO: Getting the Job Done

After four days of visiting ANFAC Vicksburg and riding on CGC KICKAPOO, I not only have a better understanding of the Coast Guard's mission on the rivers, but I also have a new and greater appreciation for the role of the enlisted man in the success of that mission. The first thing that struck me was the efficiency of the entire crew of KICKAPOO. Getting underway was simple and uneventful — nothing like the complexity of men and orders typical of the Evergreen Oceanographic Vessel, which I've served on. Each man had a job to do, from SN Tom Tabor casting off line one to SNYN Dan Owen keeping a neat log and checking the radar for approaching traffic.

I was totally baffled (and most impressed) by the organization of the bridge. The Officer-in-Charge (And XPO of the ANFAC), BMCM Howard Leslie, gave all commands to linehandlers and the deck force via an exterior loudspeaker system. He also steered the ship, watched river traffic, looked for stray buoys, sounded the ship's whistle when needed, talked to passing tow-boats on the VHF-FM set, controlled the ship's engine speed, and sipped on a cup of coffee all within the span of a few smooth seconds.

"When you're on a small tender like this you've got to be able to do a lot of different things at the same time," Chief Leslie explained.

This ability to do a lot of "different things" was obvious not only on the bridge and in the immaculate engine room, but throughout the ship. I discovered this when KICKAPOO pulled up to the shore at mile 385.2 to replace a dayshape destroyed by a bulldozer clearing brush away from the river bank. The cooperation was amazing; almost the entire crew participated in the task.

Everyone had a job to do. While BM3 Luis Santiago "megged" the snapped cable on the destroyed dayshape to see if it was still good, FN Karl Brown began disassembling the battery casing for useable parts. While BM3 Fred Darley and SN Jim Floyd used sledge hammers to pound in the base for the new dayshape, SS2 Alan Cardone and SN Tom Tabor teamed up to screw three guy wire hooks into the ground. BM1 Walt O'Neal seemed to be everywhere, supervising and working at the same time. "You can't supervise something like this by just standing around," O'Neal said.



BM1 Walt O'Neal points out to BM3 Luis Santiago the dangers of a non-secured shackle when working with concrete sinkers.



SN Tom Tabor (Left) and SN Jim Floyd retrieve a drifting buoy.

In less than an hour a brand new dayshape, complete with the mileage board, stood in place of the fallen structure.

The smooth way the deck force worked the buoys was impressive as well. SN Tom Tabor worked the barge crane under the direction of BM3 Tom Darley, placing a concrete sinker and a buoy into position on the edge of the deck. Within moments, the sinker was connected to the buoy, and both were methodically shoved over the side at a position determined by the bridge. This process went on from dawn to dusk, buoy after buoy, either taking one out or putting one in.

"When I first came aboard I almost died from this kind of work," said BM3 Luis Santiago. "But after a couple of trips you get used to the long days, and things go a lot faster as you become proficient at working the buoys. Now, a day flies by in no time."

BM1 Walt O'Neal put things into perspective: "The guys know what they are doing. They just go out and do it without any fanfare. That's the best way."

## CHIPPEWA Assists Barge

CGC CHIPPEWA, commanded by BMCS D.C. Enders, assisted in rescue and salvage operations when the towboat OWEN CHILDRESS struck what was believed to be a sunken barge and began to sink at mile 769.7 of the Ohio River. All towboat personnel except one crewman believed to be trapped on board were evacuated by the towboat WILLIAM PITTS. CHIPPEWA's small boat arrived one hour after the accident, followed by CHIPPEWA an hour later. Group Ohio River sent two mobile units to assist in operations. The cutter and the mobile units departed late afternoon with the CHIPPEWA returning the next day to assist the LEWIS A. ENLOW in sounding operations. Attempts to raise the sunken boat have so far been unsuccessful. Further attempts have been suspended due to weather and river conditions.

Story by SN Richard Muller.

## CFC Contributions Up

St. Louis area Coast Guard units contributed more than ever before to the Combined Federal Campaign this year, according to Commander A. Cattalini, CFC Project Officer.

Average contribution was \$44.53, up 4.9% from last year's average contribution of \$40.41. Total contributions were over 14-thousand dollars, up 6.5% from last year.

Units that had 100% participation in the CFC were: CGC SUMAC; MSO St. Louis; and second district reserve and marine safety divisions; and operations civilians.

The accomplishment of CGC CHEYENNE's crew was noted in the report of the campaign. CHEYENNE had the highest contribution per capita of all the St. Louis area units composed solely of enlisted men. CHEYENNE's crew members gave over \$27 per capita. (Per capita contributions are figured by taking the total contribution and dividing it by the number of people in the unit; whether they contributed or not.)

### New Arrivals

Welcome aboard to the following new arrivals at 2nd District units:

MK1 C.R. Spencer  
BM1 D.T. Plumley  
BM2 M.J. Morton  
RM1 Donald Zimple  
YN2 David White  
SN Richard Muller

ANFAC Owensboro  
ANFAC Memphis  
BOSDET-2  
CCGD2  
CCGD2  
CCGD2

## New Law Increases Retired Reservist Options

Retired Reservists may now participate in the Uniformed Services Survivor Benefit Plan before they qualify for retired pay at age 60. New survivor program options for former Reservists are contained in Public Law 95-397, signed by the President on Sept. 30, 1978.

Information on the new options is available from each Service Reserve Personnel Center, listed below. Retired Reservists overseas should contact the military attache at the nearest U.S. Embassy.

### Service Reserve Personnel Centers:

- **U.S. Army:** Commander, U.S. Army Reserve Components Personnel and Administration Center, 9700 Page Boulevard, St. Louis, Mo. 63132.
- **U.S. Navy: Officers** — Chief of Naval Personnel (Attn: Pers R), Navy Department, Washington, D.C. 20370; **Enlisted** — Commanding Officer, Naval Reserve Personnel Center, New Orleans, La. 70149.
- **U.S. Marine Corps:** Officer in Charge, Marine Corps Reserve Forces Administrative Activity, 1500 East Bannister Road, Kansas City, Mo. 64131.
- **U.S. Air Force:** Commander, Air Reserve Personnel Center, 7300 East First Avenue, Denver, Colo. 80280.
- **U.S. Coast Guard:** Commandant, United States Coast Guard, 400 7th Street, S.W., Washington, D.C. 20590.

## 2nd District Charters Wise Owl Club

Mr. Vernon Friend, 2nd District Safety Manager, has chartered a Wise Owl Club for the 2nd District. The Wise Owl Club is sponsored by the National Society For the Prevention of Blindness. A person can become a member of the Wise Owl Club if his eyesight was saved by wearing eye protection at the time of a potentially blinding accident. The National Society for the Prevention of Blindness believes that over 90% of all eye-injuries could be prevented through the use of safety eyewear.

To become a member of the Wise Owl club, send a summary of the potentially blinding accident to Vernon Friend, District Safety Manager, care of the Commander(dsm), 2nd Coast Guard District.

## Promotions

The following 2nd District personnel were promoted to their present rank effective 1 Jan 1979:

BMC J.E. Redman  
ET1 C.L. Schauf  
YN1 J.M. Gaines  
YN1 J. Istre  
BM2 M.J. Roberts  
BM2 D.E. Seitz  
BM2 M.F. Pettis  
PA2 D.H. Post  
RM2 B.J. Harrod  
RM2 T.H. Kraus  
RM2 D.L. Tate  
SK2 C.S. Tracy  
SS2 N.C. Randall  
YN2 D.H. White  
YN2 T.J. Schwebach  
YN2 A.F. Schwader  
YN2 V.D. Herron  
YN2 R.E. Hargrove  
YN2 F.J. Milbry  
YN2 J.F. Zaehring  
YN2 S.L. Luquire  
BM3 J.C. Robinson  
BM3 J.C. Gianotti  
BM3 J.G. Rosser  
BM3 D.M. Cole  
BM3 C.M. Staggs  
BM3 J.A. Seifert  
BM3 G.L. Conant  
BM3 D.L. Troutman  
BM3 W. C. Hughett  
BM3 G.E. Tolleson

Base St. Louis  
LORSTA Dana  
CCGD2(pp)  
CCGD2(pp)  
BOSDET Hastings  
MSO Paducah  
ANFAC Sallisaw  
CCGD2(dpa)  
Group LMR  
CCGD2 (oc)  
Group Tennessee River  
CCGD2 (fpa)  
ANFAC Sallisaw  
ANFAC Paris  
CGC GASCONADE  
CGC OBION  
CGC SCIOTO  
CGC SUMAC  
MSO Cincinnati  
MSO Minneapolis/St. Paul  
CCGD2 (osr)  
BOSDET Hastings  
ANFAC Dubuque  
ANFAC Peoria  
MSO Nashville  
ANFAC Chattanooga  
ANFAC Paris  
ANFAC Chattanooga  
RUITOFF Louisville  
CGC SUMAC  
BOSDET Sheffield

## NEW 2nd District Pamphlet

The 2nd Coast Guard District has a new pamphlet available in limited quantities. The pamphlet describes the activities of the various units that make up the 2nd District. It also has a brief history of the Coast Guard on the Western Rivers. Best of all, the pamphlet is available, free, from the 2nd District Public Affairs office.

If your unit is planning an open house or some other community relations activity, you may want to have some of these pamphlets on hand. Requests for the pamphlets can be made by phone or letter. Write Commander (dpa) 2nd Coast Guard District, 1430 Olive Street, or call FTS 279-4627 or commercial number 314-425-4627.

The pamphlet is written for an audience with at least a seventh grade reading ability. A sample of the pamphlet will be mailed to each 2nd District unit in the near future.

## LORAN-C Service Begins in Southeast

A new LORAN-C station began operation at Grangeville, LA., December 27, 1978. Charts of scales smaller than 1:80,000 have been printed with LORAN-C lines for the new station and are presently available. (Note the statement on each chart concerning the theoretical nature of the printed LORAN-C lines.) The station location and emission delay are as follows: (Station location is based on world geodetic survey 1972) Whisky 7980 (SL2)-W is located at Grangeville, LA 30-43.018N, 90-49-43.600W with an assigned emission delay of 12,809.54 microseconds.

A Zulu secondary station will be added to the southeast U.S. LORAN-C chain during late 1979, according to ALDIST 392/78. The new secondary will be located at Carolina Beach, NC.



## FLIGHT SUCCESSFUL. DON'T TELL ANYBODY ANYTHING. HOME FOR CHRISTMAS.

(signed) ORVILLE.

That was the message Miss Katherine Wright of Dayton, Ohio, received December 17th, 1903. The message was relayed over Coast Guard lines because of a technical problem in the Norfolk telephone exchange.

The Coast Guard was a participant in every phase of the first heavier-than-air-flight. Members of the Kill Devil Hill Lifesaving station hauled lumber and mail for the Wright brothers, helped set up the plane for its maiden flight, and even took the first picture of an airplane in flight.

When the flight was over, the plane was caught by a stiff breeze. One of the members of the lifesaving station's crew, J. T. Daniels, grabbed hold

of the cartwheeling plane in an effort to save it. The plane carried him off, and Daniels was badly bruised from being thrown against the motor and chain guides of the aircraft.

The Wrights left Kitty Hawk after their first flight, but part of their equipment stayed. Another member of the Kill Devil Hills Lifesaving Station was given the wings of the world's first airplane. A. D. Etheridge, the man who received the wings, sold them to a man from Philadelphia for \$25.

Today the heritage of the Coast Guard's aviation activities is being preserved in a museum at Pensacola, Florida. A Coast Guard wing is being added to the Naval Aviation museum

there at a cost of \$100,000. Aircraft wings aren't as cheap as they used to be, and the museum is supported entirely by donations.

RADM John D. McCubbins, USCG (retired) has appealed to the Coast Guard for donations. RADM McCubbins is trustee of the Naval Aviation Museum. Coast Guard Commandant ADM John Hayes and 2nd District Commander RADM Wayne Caldwell both support the project. Anyone interested in the museum should contact: RADM McCubbin, at the following address:

Board of Trustees  
Naval Aviation Museum Foundation  
2936 ITM Building  
New Orleans, LA 70130.

## 2nd District Football Team Wins Trophy

The 2nd Coast Guard District flag football team took third place in their league, winning the final game of the season 12-6. The team's overall record for the year was four wins and four losses.

LTJG Thomas Conlan sewed-up third place for the District when he hit YN3 Fred Dalrymple with a 38-yard pass. Dalrymple scored the winning touchdown with 20 seconds remaining in an overtime period.

LTJG Conlan was named the most valuable offensive player this year, while YN3 Dalrymple was nominated for most valuable player honors, as well as outstanding defensive player of the year. Top linemen were YN3 Bill Lee and YN3 Roger Boswell. Special teams award went to PA3 Michael Waller. All players received certificates for their efforts.

"Everyone on the team deserved the most valuable player award for their hard work," said team coach, YN2 Bob Woolsey.



SK3 Davidson (left) leaps through the sleeping offense with PA3 Michael Waller (center) and CW03 Frank Lee Gate (right) close behind.

The teams victory, clenched third place for the flag football season. (Photo by SN Dona R. Frank)

DISTRICT COMMANDER  
RADM Wayne E. Caldwell  
Chief of Staff  
CAPT J. W. Leadbetter  
Public Affairs Officer  
LTJG Louis M. Farrell

Assistant Public Affairs Officer  
PAC Donald G. Wood  
Editor  
PA2 Dennis H. Post  
Photojournalists:  
SN Dona R. Frank  
PA1 Roy Compton

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